

**U.S. Department of Transportation
Federal Aviation Administration
Record of Approval
14 CFR Part 150 Noise Compatibility Program**



**Laredo International Airport (LRD)
Laredo, Texas**

**MICHAEL S.
FINEMAN**
Manager, Environmental Law
Branch, AGC-650
For the Office of the Chief Counsel

Digitally signed by MICHAEL S. FINEMAN
Date: 2025.07.28 14:21:00 -0400



CONCUR



NONCONCUR

**D CAMERON
BRYAN**
Deputy Director, Office of Airports
Southwest Region

Digitally signed by D
CAMERON BRYAN
Date: 2025.07.28 13:35:45
-05'00'



APPROVED



DISAPPROVED

**Record of Approval
Laredo International Airport (LRD)
Laredo, TX
Noise Compatibility Program Update**

INTRODUCTION

Laredo International Airport (LRD), (Sponsor or Airport), Laredo, Texas is owned and operated by the City of Laredo (Laredo or City). In accordance with Title 14, Code of Federal Regulations (CFR), Part 150, Airport Noise Compatibility Planning study, the Airport developed a Noise Compatibility Program (NCP) that is designed to identify land uses surrounding an airport that are not compatible with aircraft noise, and to recommend measures to both correct existing noncompatible land uses and prevent future noncompatible land uses. The preparation of a 14 CFR Part 150 study (Part 150 study) involves a series of steps that represent two distinct phases. Phase I represents the Noise Exposure Map (NEM) portion of the study and Phase II represents the NCP portion of the study. The decision to conduct a Part 150 study and create a noise compatibility program is entirely voluntary and at the discretion of the airport sponsor. While the program is voluntary, FAA approval of noise abatement, land use, and administrative measures is necessary to qualify for potential federal funding to implement them.

LRD completed its first Part 150 NCP in 2007 and updated it in 2014. For the current Part 150 NEM and NCP update, LRD submitted updated NEMs to the Federal Aviation Administration (FAA) on June 30, 2022. After completing reviews, the FAA accepted the Phase I NEMs as complying with 14 CFR Part 150 on August 25, 2022, and published a Notice of the agency's acceptance in the Federal Register on September 08, 2022.¹

The 2025 NCP Update addresses noise and compatibility issues related to aircraft operations and land use at the Airport. The recommended measures in the updated 2025 NCP were developed by LRD after the FAA's acceptance of the NEMs. LRD submitted a final draft NCP recommendation to the FAA on March 14, 2025. The FAA submitted a Federal Register Notice (FRN) on April 3, 2025², which initiated the FAA's effective start date for the 180-day review period and a 60-day public comment period. No comments were received by LRD or the FAA during the public comment period. The 60-day public comment period ended on June 2, 2025, and the 180-day FAA review period will end on September 30, 2025. The March 31, 2025 FRN erroneously stated the date LRD originally submitted the NEMs to the FAA as March 31, 2025, thus the FAA submitted a FRN on June 16, 2025³ correcting the date to June 30, 2022.

In the 2025 NCP Update, LRD recommends 8 measures for FAA approval under 14 CFR Part 150. The recommended measures include the following categories in Chapter 6:

- Four Land Use Measures (Section 6.2), and

¹ Notice of acceptance of a noise exposure map; Laredo International Airport, Laredo, TX, FR Doc. 87 Fed. Reg. 173, September 08, 2022

² Notice of receipt and request for review of noise compatibility program; Laredo International Airport, Laredo, TX, FR Doc.90 Fed. Reg. 63, April 3, 2025

³ Notice of acceptance of a noise exposure map; Laredo International Airport, Laredo, TX, FR Doc. 114 Fed. Reg. 114, June 16, 2025

- Four Administrative Measures (Section 6.2).

The measures recommended in the 2025 NCP Update are either modified from a prior NCP update, maintained from a prior NCP update, or new. The Airport's recommendations for aircraft noise abatement measures are discussed in Section 6.2 and summarized in Section 6.3 and Table 6-1. Measures previously approved in the 2007 NCP and 2014 NCP updates, and their status, are discussed in Section 1.6 of the 2025 NCP Update.

The FAA approval listed herein is for the approval of measures in the NCP Update that LRD recommends implementing. This approval only indicates that the recommended measures would, if implemented, be consistent with the purposes of 14 CFR Part 150. The approval does not constitute decisions to implement the actions, nor does it constitute a commitment by the FAA to provide Federal financial assistance to LRD for the recommended measures. In addition, later decisions concerning possible implementation of the recommended measures may be subject to applicable environmental protection laws and regulations or other procedures or requirements, as applicable.

This document provides a summary of the Land Use and Administrative measures proposed by LRD for FAA approval in the 2025 NCP Update. The summary descriptions of LRD's recommendations are intended to align, as closely as possible, with the descriptions provided in the 2025 NCP Update. They are identified by the type and referenced by the page number and/or appropriate sections of the 2025 NCP Update document. Details for LRD's recommendations are in Chapters 2, 3, 4, and 5. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval, or other determinations, do not represent the opinions or decisions of the FAA.

LAND USE MEASURES

Preventive Measures

- 1. Land Use Measure 1: Modify Overlay Zone** (Section 4.2.1, pages 4-1 through 4-2, Section 6.2., Table 6.1, page 6-6, and Appendix C (City of Laredo Land Development Code-Appendix N))

History: Modified from 2007 NCP

Description: This measure is an effective tool for creating one or more specialized zoning districts that are intended to supplement the underlying jurisdictional zoning regulations. This measure intends to expand Ordinance No. 94-0-012, adopted by Laredo City Council on January 3, 1994, by extending Subdistrict C out an additional one-half mile of the 65 Day-Night Average Sound Level (Ldn or DNL) noise exposure area.

This ordinance establishes the Airport Noise Specific Use Zoning Overlay District and establishes noise attenuation standards for specific uses. The current Airport Noise Specific Overlay Zoning District corresponds to the DNL contour lines depicted in **Figure 2-4**; the City does not have an individual map of the Overlay Zoning District. The zones were established to ensure land use compatibility around airports. The Airport Noise Specific Use

Zoning Overlay District is subdivided into three subdistricts based on the noise exposure level. The Subdistricts are defined as follows:

- Subdistrict A includes the area with noise exposure greater than 75 Ldn.
- Subdistrict B includes the area within the 70 Ldn to 75 Ldn noise exposure area.
- Subdistrict C includes the area within the 65 Ldn to 70 Ldn noise exposure area.

Additionally, all subdivision plats located within the Airport Noise Specific Use Overlay Zoning District contain a note which reads as follows:

"This property (or a part thereof) is located within an area subject to potentially excessive airport noise levels. All uses and construction shall conform to the noise mitigation standards included in Appendix N – Noise Attenuation Performance Standards for Structures located within the Airport Noise Specific Use Zoning Overlay District of the City of Laredo, incorporated herein and made a part hereof for all purposes."

FAA Action: APPROVED. This measure prevents the construction of new noncompatible land uses within Subdistrict C that are not compatible with aircraft noise levels. This measure is not expected to affect other measures. The existing Subdistrict C in Ordinance No. 94-0-012 would be updated and expanded with this measure. Airport staff would be required to work with the City of Laredo to update Ordinance No. 94-0-012.

2. Land Use Measure 2: Building Codes (Section 4.2.2, pages 4-3 through 4-4, Section 6.2.2, Table 6.1, page 6-6, and Appendix N)

History: Maintained from 2007 NCP

Description: This measure would ensure new construction or alterations of existing structures within a specific overlay zone meet structural requirements to reduce interior noise levels to 45 decibels (dB) or less. This measure recommends maintaining the implementation of the City of Laredo's Land Development Code, Appendix N (**Appendix C**), via Ordinance No. 94-0-012, adopted on January 3, 1994.

The building requirements outlined in the City of Laredo Land Development Code are based off the sound insulation program established south of the airport. That program includes testing to ensure the homes meet the DNL 45 dB interior sound level upon completion of work. Any new construction, reconstruction, remodeling, or additions to existing buildings for noncompatible land uses within the Overlay Zoning Districts must comply with the building code criteria; this includes construction within the extended one-half-mile buffer added to the 65 DNL to the north and south of the Airport as a part of Land Use Measure #1 in Section 4.2.1.

FAA Action: APPROVED. By continuing to enforce this measure, the building code's reach would be extended with the implementation of Land Use Measure 1. The specific building code language would not change. Airport staff would be required to work with the City of Laredo to update Ordinance No. 94-0-012. This measure would not require a change to the building code language.

Corrective Measures

3. Land Use Measure 3: Sound Insulation and Eligibility (Section 4.3.2, pages 4-7 through 4-8, Section 6.2.3, and Table 6-1, page 6-6)

History: Maintained from 2007 NCP

Description: The purpose of this measure is to reduce interior noise levels in a home to DNL 45 dB or less. Sound insulation is accomplished by applying acoustical treatments designed to reduce aircraft noise. The treatments typically include but are not limited to, upgrading windows, doors, attic insulation, and ventilation systems. As established by FAA, the sound insulation must provide a reduction of at least five dB and bring the average interior noise level below DNL 45 dB. Additionally, an easement may be conveyed by the property owner in exchange for the sound insulation improvements provided.

FAA Action: APPROVED. This measure is not expected to affect other measures. The existing noise mitigation program would be maintained. The City would allocate the required matching funds when FAA funds are made available.

4. Land Use Measure 4: Modify Noise Mitigation Program Area (Section 4.4, page 4-8, Section 6.2.4, page 6-4, Table 6-1, page 6-6, and Figure 4-3)

History: Modified from 2007 NCP

Description: This measure would modify the 2014 Noise Mitigation Program Area based on the future 2026 NEM and offer sound insulation to eligible properties within the updated area.

The Noise Mitigation Program Area boundary is generally defined by the DNL 65 dB contour of an FAA-approved NEM. The last NCP amendment was prepared in 2014. The areas eligible for mitigation were modified based on the size and shape of the 2019 65 DNL dB contours prepared in that 2014 amended NCP. Updated NEMs for the years 2019 and 2026 were prepared during the first phase of this 14 CFR Part 150 study. The NEMs were accepted by the FAA on August 25, 2022. With these updated NEMs, a review was made to determine if a modification to the Noise Mitigation Program Area boundary was needed.

Figure 4-3 shows the 2026 NEM 65-75 DNL contours superimposed on the 2014 NCP Mitigation Program Area boundary. As shown on the figure, the 2026 DNL 65 dB contour extends beyond the 2014 boundary near East Reynolds Street. Based on the 2026 DNL contours, modifications to the boundary are recommended.

FAA Action: APPROVED. This measure modifies the Noise Mitigation Program Area due to the modified 65 DNL contour. The modified Noise Mitigation Program Area includes 139 unmitigated properties. This measure is not expected to affect other measures. The existing noise mitigation program area would be updated and expanded with this measure. The City would allocate the required matching funds when FAA funds are made available.

ADMINISTRATIVE MEASURES

1. **Administrative Measure 1: Noise Management Process** (Section 5.2.1 page 5-1, Section 6.2.5, page 6-4, and Table 6-1, page 6-6)

History: Modified from 2007 NCP

Description: This measure would maintain and log noise complaints, maintain a comprehensive noise property management system, and update the Noise Land Inventory and Reuse Plan.

Logging of noise complaints does not directly improve land use compatibility; rather, it provides the airport with additional resources to monitor potential or emerging noise issues, to determine the effectiveness of potential future noise abatement measures, and to respond to public inquiries about noise and airport operations. The noise property management system allows the airport to document the management of its noise land acquisition, disposal, and retention plan.

FAA Action: APPROVED. This measure recommends maintaining and logging noise complaints, maintaining a comprehensive noise property management system, and updating the Noise Land Inventory and Reuse Plan.

2. **Administrative Measure 2: Aircraft Operations and Flight Tracking System** (Section 5.2.2, page 5-2, section 6.2.6, and Tables 6-1, page 6-6)

History: New

Description: This measure recommends the purchase and installation of an aircraft operations and flight tracking system. This measure would provide detailed flight data in the future when updating DNL contours. It provides accurate data regarding aircraft operations, flight tracks, and flight profiles to aid in the calculation of aircraft noise contours. This measure does not directly improve land use compatibility; rather, the data collected would be valuable for responding to public inquiries, as well as providing detailed flight data when updating noise contours.

FAA Action: APPROVED. This measure is not expected to affect other measures or existing programs. The City would allocate the required matching funds when FAA funds are made available.

3. **Administrative Measure 3: Update Noise Exposure Maps** (Section 5.2.3, page 5-3 through 5-4, Section 6.2.7, and Table 6-1, page 6-6)

History: Updated from 2007 NCP

Description: This measure would update the NEMs as needed. The FAA requires that an airport operator maintain NEMs that reflect current or reasonably projected conditions in order to obtain FAA funding for noise programs per 14 CFR Part 150, Sec.150.21(d). This

measure does not directly improve land use compatibility; rather, it provides for periodic review and update of the NEMs.

FAA Action: APPROVED. This measure recommends updating the NEMs to reflect any change in aircraft operations that would create any “substantial, new noncompatible use,” create a “significant reduction” in noise over existing noncompatible uses, or after a period of five years after the date of submission. This measure is not expected to affect other measures or programs; it is intended to bring programs up to date when needed. The City would allocate the required matching funds when FAA funds are made available.

4. Administrative Measure 4: Update Noise Compatibility Program (Section 5.2.4, page 5-4, Section 6.2.8, and Table 6-1, page 6-6)

History: Updated from 2007 NCP

Description: Updating the Noise Compatibility Program following revisions to the Noise Exposure Maps allows for noise impacts, noise abatement, and noise mitigation measures to be reassessed based on current data. The City of Laredo anticipates updating the NCP only when additional measures and/or modified measures are available to reduce noncompatible land use.

FAA Action: APPROVED. This measure recommends updating the NCP per 14 CFR Part 150, Sec. 150.23(e)(9) if a significant change is identified that results in a revision to the NEMs. The City would allocate the required matching funds when FAA funds are made available.

END OF RECORD OF APPROVAL